

GOSSIP OF MOTORS, MOTORISTS AND MOTORING

NEW HAVEN CAMPAIGNS
FOR CAREFUL DRIVING

Warns Motorists of Ever-Present Danger at Crossings.

The New York, New Haven and Hartford Railroad Company in its campaign to prevent accidents at grade crossings has issued posters, urging drivers to use extreme caution in crossing railroad tracks. These posters are being displayed in conspicuous places along the New Haven lines.

The posters are a direct appeal to automobilists and read as follows:

Are you aware of the grave perils at railroad crossings? Have you considered that you are courting death when you attempt to cross the tracks without making sure that no train is approaching?

Do you know that on the New Haven Railroad in 1915 there were forty accidents in which motor vehicles were struck, there being eight persons killed and forty-four injured? In every case the accident was due to reckless or careless driving on the part of the driver. Do you know that in the first two months of 1917 there were ten accidents of this kind, in which six persons were killed and thirteen injured?

Do you know that the number of those so killed and injured is increasing at 25 per cent each year?

Not all the reckless drivers were killed last year; some of them sacrificed themselves this year, and others will meet sudden death next year. Do you wish to be among the number? Then, "no risk."

A train traveling sixty miles an hour moves one-sixth of a mile in ten seconds. You cannot estimate accurately the moment an approaching train will reach a crossing. You can wait a few seconds until the train passes, and be safe. Isn't that better than waiting a long time in the hospital or the cemetery?

When you gamble with death you merely break even when you win. When you lose, you lose all. No gambler wins every time. Carelessness signifies good judgment, self control, a trained mind and developed faculties.

Reckless persons, according to Mr. Webster are—mindless, heedless, thoughtless. Nature is determined to eliminate them.

Our motto is "SAFETY ALWAYS—THINK."

Do you consider it a good one? THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.

Auto Trucks Save One
Town \$2,576 in a Year

A committee report recently presented to the New York, N. Y., city board of estimates, shows that the comparative cost of motor and horse-drawn wagons in garbage collection, says the Power Wagon. The motor truck was put in service December 1, 1915, and for seven months up to June 30, 1916, the cost has been as follows:

MOTOR TRUCK.
Labor, gasoline and oil, \$27.25
Repairs and extra parts, 109.65
Total, \$136.90

HORSES AND CARTS.
Labor, shoeing, repairs to carts, etc., \$24.90
Total, \$24.90

Total cost of motor truck and horse and carts for seven months, December 1, 1915, to June 30, 1916, \$161.80.

Horses and carts used and owned by the city for the same time, one year before the purchase of the motor truck, December 1, 1914, to June 30, 1915:

Labor, shoeing, repairs to carts, etc., \$250.25
Total, \$250.25

Actual saving to the city for seven months by the motor truck, \$88.45. One year at same rate would be \$78.80.

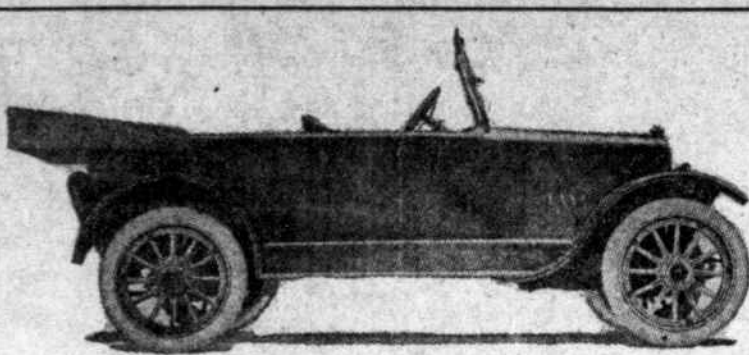
Comparing the cost of maintaining and operating the motor truck and the horses and carts for seven months, now owned by the city, there is a difference in favor of the motor truck of \$111.57. One year at the same rate would be \$101.38.

Therefore, if the city sold all the horses and carts now in service, and put on another motor truck the actual saving to the city would be twice as much as it now is, or \$2,576.40 each year.

RESPONSIBILITY FOR DISEASE.

The new order has seldom found a better illustration than can be seen in the voluntary payment by a large corporation of compensation for the deaths of its employees through an epidemic of typhoid fever. Hardly a generation ago typhoid was a blight as mysterious to the public mind as a stroke of lightning or as a storm at sea. Today it is a public responsibility, a witness of common neglect, to be paid for so far as money can compensate human suffering and death—just as any other variety of carelessness must be required by damages judicially assessed. A complete cycle of progress has been registered.—Chicago Herald.

BRISCOE MODEL



The new Briscoe models have been received by Miller Bros. and are attracting much favorable attention. The Briscoe is known as "The Car with the Half-Million Dollar Motor," as it was developed in Paris by French automobile engineers at this enormous cost.

HAL MOTOR CAR MAKES
STIFF MILEAGE TESTS

The Hal Motor Car Company, of Cleveland, and all Hal Twelve dealers, are very careful in making fuel mileage statements.

In their advertising the Hal Motor Car Company speaks of gasoline mileage as "the car weighs 3,750 pounds, and its gasoline consumption you will probably find to be not less than twelve miles per gallon," or "gasoline consumption is low for a car of such power, averaging ten to thirteen miles to the gallon."

Before these figures were given the Hal Twelve was tested out thoroughly for fuel consumption under all conditions.

On one test a Hal Twelve, carrying a load of 275 pounds, and with the top up and side curtains on, was driven by an amateur on an average of 14.4 miles to the gallon, against a wind velocity of sixteen miles per hour.

On another test the Hal Twelve went from Sandusky to Cleveland and return 181 miles, running between one-half mile per hour on high and sixty-five miles per hour through all kinds of roads, good and bad, and using the very cheapest grade of gasoline as fuel, on an average of 11.5 miles per gallon.

NEW OFFICERS CHOSEN
BY PIERCE-ARROW CO.

At the annual meeting of the board of directors of the Pierce-Arrow Motor Car Company, Buffalo, N. Y., last week, the following officers were elected: President, Charles J. Clinton; vice president, Henry May; second vice president, W. J. Foss; secretary, L. H. Gardner, and treasurer, W. C. Wey.

This list of officials maintains the present personnel except for the election of W. J. Foss as second vice president. Mr. Foss was appointed commercial manager of the Pierce-Arrow Motor Car Company in October, 1915. A few months later he was elected to the board of directors. His active participation in all the progressive movements that have led to the continued expansion of the company's business makes his promotion a logical outcome. Mr. Foss will continue to have full charge of all the company's selling activities.

Briscoes Going Up.

On May 1 the various Briscoe models supplied on the model B-4 chassis, will be advanced in price, so Miller Bros. announce.

The new price will be \$735 for the touring, roadster and runabout models, as well as the canopy-top delivery wagon, while the panel body will sell for \$750. Prices T. C. B. Jackson, Mich.

Miller Bros. advise that the Briscoe Motor Corporation, while they disliking very much to be obliged to increase the price, did so knowing that a buyer would prefer a slight increase in the selling price rather than a lessening in the value or quality of the product.

DEMAND ADMIRALTY REFORMS.

London, April 28.—Admiralty reforms to check the growing submarine menace are demanded in a leading article in the Chronicle today.

"We have repeatedly pressed of late for an overhauling of the admiralty," says the Chronicle. "On the evidence before us we are convinced that it is an urgent national necessity. What is needed is a re-organization of the admiralty on proper war staff lines, separating the divisions directing the fighting men from those in charge of the supplies."

Gas meters in New York are to be read by photograph. Meter readers employed by the gas company will be equipped with small cameras which fit over the indicator on the meter. By pressing a button light is thrown on the dial and exposure made, showing the amount of gas consumed since the last photograph.

A. A. A. Meeting May 25.

The A. A. A. executive board will hold its annual meeting of the board of directors on May 25, at the Hollenden Hotel, Cleveland.

"This year's gathering will have a decided business atmosphere, because of existing war conditions and the further fact that the motor vehicle and the highways may play vital parts in near future developments," announces President H. M. Rowe, who has comments on the present situation.

"Never before in the history of the country has there been a more urgent time for the improvement of the highways and the linking together of these arteries, for never before were agriculture and military necessities so closely interrelated. We must state more foodstuffs and we must get these products to the nearest market in the most economical manner. We must prepare the most used roads for the hardest possible kind of usage. This is the moment to weld ourselves into a real nation and to recognize the evident fact that the good of any one section is of concern to all other parts of the country. One cannot measure national benefits with a yard stick, but we are starting in to think in the biggest unit, and it is the motor driven vehicle and the travelable highway which jointly are accelerating this country-wide understanding and relationship."

Among the score of motor clubs and several thousand members admitted at the April session of the executive board was the Club Automovilista Jalisco, of Guadalajara, Mexico. In its application the Mexican organization stated that all of its members would be pleased to be associated with the A. A. A. and asserted that "it would surely be of mutual benefit to the two great nations on the American continent who are such close neighbors, when the day comes that will see a road from Washington to Mexico City, such as now exists from Washington to San Francisco."

Upon motion of President Rowe, seconded by former President John A. Wilson, the A. A. A. passed resolutions summarizing the expressions of State and local motor clubs throughout the country in offering war time co-operation to President Wilson.

ARKANSAS JACKASS LAW
GIVES DRIVER NO HOPE

Down in Arkansas, where a man's wealth is measured by the number of mules he owns, they are partial to the animal, and the law sees to it that his four-legged supremacy on the highway is neither abrogated nor infringed upon by any dogged small wagon yoke. Wherefore, in the case of Butler v. Cabel, L. R. A. 1915, C. 702—the meaning of which is not at all plain to me—it was held as good Arkansas law that driving upon the highway a mule known to be averse to automobiles does not preclude the driver of the aforesaid anti-auto son-of-an-ass from holding the driver of an automobile liable for injury due to the assmity of the mule. A good law for and by jackasses, it seems to me.—The Commentator in American Motorist.

H. S. Firestone in Town.

Mr. H. S. Firestone, president of the Firestone Tire and Rubber Company, and president of the Rubber Club of America, spent Wednesday in Washington with the Washington branch manager, Mr. J. Haas.

Mr. Firestone was an interested spectator of the reception to the French commission.

THE REMODELED GOWN

It is rare, indeed, to see a gown composed entirely of one material. Combinations of two or more fabrics are so much more in evidence that a dress has to be pretty hopelessly worn out before the idea of remodeling it should be abandoned. Cloth, such as serge, gabardine or poplin, is most frequently used with meter, taffeta or crepe, while for summer heavy linens will be combined with handkerchief linen, batiste or voile.

Dresses of good quality linen need be abandoned even if faded, for this material dyes beautifully and if remade into a jumper frock combined with sheer batiste it is bound to prove attractive. For early spring and cool climates in summer, blue serge combined with black or blue meter lends itself to service on such a variety of occasions that no woman should allow herself to be without such a gown.



skirt in place of the hem. This gown will be perfectly good style without this border. A round collar extends across the back and reaches just across the shoulder seam line at the front. This collar may be white or black. Turn back cuffs should match the collar.



Long, Loose Waist Line Much in Evidence.

The other model consists of a deep bib-like skirt and blouse of serge set on an old dress of blue meter. Blue or black soutache braid and black bone buttons complete a costume which carries the latest earmarks of spring fashion. This outrass girde, reaching nearly to the throat line, and the straight-across finish of the neck are characteristic of many of the spring dresses. Such a line is most trying excepting to the youthful face. If worn with a white stock it may be adapted to any feature, but I should not recommend this bare throat to any but the perfectly modeled chin. Such a frock is of course built on a lining. The deep bib and girde are cut in one, the girde line being indicated by braiding. A seam under each arm permits of slight shoulder movement. The bodice should, however, be loose. The girde fastens down the left side and four buttons hold the bib front and back. A white collar ends under the bib at the front. The old skirt was left in its original line except for two square pieces of serge set on the sides. These pieces are finished across the top with braid. This device enables you to obtain a very good effect with a small outlay of material. If the figured braid impresses you as too difficult, bands of wide soutache may be substituted for the more intricate pattern. In these gowns I have tried to work out a maximum of effect with a minimum of effort and new goods.

(Copyright, 1917.)

Madagascar fishermen sprinkle a poisonous substance on the waters and lakes which paralyzes the fish and causes their bodies to rise, when they are caught by hand and eaten without harming their captors.

Race at Benning on May 30

Announcement was made yesterday of automobile races at Benning track on decoration day.

The races will be held by the Middle Atlantic Motor Club and they will be followed by other automobile races through the summer.

The announcement of the association follows:

"The association established a precedent this year when it staged the national automobile show and is striving to make a success as it shows. The Washington public will be given an opportunity to see

EXPERIENCE TEACHES
MOTORIST SOME THINGS

Experience with a motor car teaches one many things that are never mentioned in books. Here, for instance, are two things I learned last year:

No. 1—I wanted to fasten a flag on each side of the radiator and I stuck a piece of wire in through one of the radiator openings and out through another and the curved, rough edge of that wire cut through the paper-thin side of one of the radiator cells and produced a leak serious dimensions. I had not known before how extremely thin those little radiator partitions are. I tried soldering the cell full, but the solder only filled up the ends or openings, and I merely passed the leak on to the next cell. By pouring into the top with the water some preparation made for the purpose, I stopped the leak temporarily, but in the end I had to send the radiator into the factory.

No. 2—The car overhauled and a good deal of waste was no doubt used in wiping out the inside of the parts. The lint from this waste, when I began to use the car, was taken up by the oil and placed up by the oil strainer, with the result that the strainer soon filled up so tightly that no oil would go through, and it required the application of gasoline under air pressure to clean it out.

No books ever warned me of those two things, though common sense might have done so, if I had used more of it.—American Motorist.

AUTOMOBILE LICENSES.

The following auto licenses were issued yesterday:

6125—J. H. Maxwell, 812 1/2 St. N. W.; Ford 1916.
6126—Thos. B. Patterson, 125 1/2 St. N. W.; Overland 1916.

6127—O. A. Machin, 2002 E. St.; Millburn 1915.
6128—Miss H. Porter, 2002 Conn. ave.; Detroit 1917.

6129—John Davidson, 1909 H. St.; Ford 1915.
6130—Adolph Weir, 420 7th St.; Marion 1917.

6131—Albert B. Semberger, 318 Warder St.; Ford 1917.
6132—Eugene Myers, 310 C. St.; Ford 1914.

6133—Wm. N. Corbin, 1100 8th St.; Moine 1915.
6134—C. D. Drayton, 610 1/2 St.; Franklin 1915.

6135—H. C. Weisheit, Baltimore; Packard 1917.
6136—P. B. Bata, The Highlands; Cadillac 1917.

6137—Elizabeth Borg, Baltimore; Dodge 1917.
6138—Wm. N. Keeler, Westminster, Md.; Buick 1916.

6139—Chas. R. Kengla, Jr., 2012 P. St.; Ford 1917.
6140—Sarah F. Walker, Oakview Mills, Md.; Ford 1917.

6141—R. T. Howard, Amer. Soc. & Tr. Co.; Ford 1917.
6142—M. A. Colten, Annapolis, Md.; Ford 1917.

6143—Albert Bornheim, Baltimore; Studebaker 1917.
6144—A. O. Porter, Baltimore Hotel; Loder 1914.

6145—E. A. Nees, 307 N. Car. St.; Ford 1917.
6146—C. W. P. Telephone Co., 607 12th St.; Ford 1917.

6147—Marie C. Pearson, Baltimore; Ford 1917.
6148—A. Y. Greer, Brentland, Md.; Ford 1917.

6149—Chas. R. Ruppert, Clinton, Md.; Pathfinder 1916.
6150—A. P. Neff, 92 E. Cap. Maxwell 1914.

6151—A. B. Croner, Baltimore; Studebaker 1916.
6152—L. J. Beal, Baltimore; Ford 1917.

6153—P. H. Vandewater, 308 E. Cap.; Dodge 1917.
6154—P. P. Burke, 120 N. C. ave.; Ford 1917.

6155—D. J. Steele, 120 1/2 St. N. W.; Dori 1916.
6156—J. Saldman, 1303 Good Hope rd.; Ford 1916.

6157—Car. Hauser, 608 E. St.; Chalmers 1917.
6158—P. E. Reave, 204 Maryland; Buick 1917.

6159—P. O'Quinn, 55 7th St. S. W.; Dori 1916.
6160—A. L. Falk, 300 Livingston; Savon 1917.

6161—M. B. Haver, Engine Co. No. 15; Ford 1917.
6162—D. L. Lyon, 1125 4th St. S. W.; Ford 1914.

6163—C. C. Muegner, Bethesda, Md.; Ford 1914.
6164—Geo. Howard, 1006 16th St.; Ford 1917.

6165—P. B. Anderson, 429 E. St.; Oakland 1917.
6166—P. M. Dorch, 641 D. St.; Ford 1917.

6167—Wm. G. Becker, Silver Spring, Md.; Ford 1917.
6168—G. Harold Shaw, 1420 C. St.; Savon 1917.

6169—Frances D. Nelson, Spencerville, Md.; Briscoe.
6170—Alva & Harry Sole, 827 9th St. N. E.; Chevrolet 1917.

6171—J. H. Kirw, 1023 12th St. N. E.; Ford 1917.
6172—H. B. Chisholm, 222 H. St. N. E.; Buick 1917.

6173—Estelle B. Greenough, Rockville, Md.; Ford 1916.
6174—Emma C. Pratt, Forest Glen, Md.; Savon 1917.

6175—M. W. Baker, Monrovia, Md.; Willys-Knight 1914.
6176—Frank J. O'Connor, 935 E. St.; Oakland 1914.

6177—Warren M. Mitchell, 1706 Kilbourne; Haynes 1917.
6178—F. O. McMurtrie, 6th and Pa. ave.; Ford 1917.

6179—Harry A. Peck, Vienna, Va.; Ford 1914.
6180—Jas. H. Spencer, 903 Va. ave.; Ford 1914.

6181—John S. Cusato, 285 11th St. N. E.; Ford 1915.
6182—Geo. Woodard, 723 8th St. S. W.; Ford 1917.

6183—Jas. A. Davidson, 166 Irving St.; Ford 1917.
6184—Jas. G. Williams, 429 E. St.; Oakland 1917.

6185—Fred A. Tracer, Hyattsville, Md.; Ford 1912.

6186—J. W. Wolfinger, Southbaker, Md.; Mitchell 1917.

6187—W. H. Hammon, 120 1/2 St. N. W.; Ford 1917.

6188—D. H. Shure, Dickinson, Md.; Ford 1917.

6189—M. M. Doyle, 1117 1/2 St. S. W.; Ford 1917.

6190—E. A. McAtee, Germantown, Md.; Ford 1917.

6191—Jas. N. Wright, N. D. St.; Ford 1917.

6192—Lloyd J. Paine, 236 Nichols ave. S. E.; Chevrolet 1917.

6193—Norris MacDaniel, 137 16th St.; Harley Davidson 1917.

6194—E. F. Fing, 516 7th St. S. E.; Indian 1915.

6195—John A. Spelling, Walter Reed Hosp.; Indian 1915.

A Second Jonah.

The proverbial cat with nine lives cannot claim more honors than Charles Dunn, a seaman; though while the former is regarded as a charm against evil, the latter is not looked upon as a mascot to the ships he favors.

A recent case brought by the admiralty against Dunn at Liverpool for failing to join his transport disclosed the fact that the sailor had been in four notable shipwrecks, and though others had suffered a watery grave, he had come up smiling on each occasion. Both the H-fated Titanic and the Empress of Ireland carried Dunn on their last voyages, and he also served on the Lusitania and Florizian when they were torpedoed.

Charles Dunn, consequently, is shunned like the plague by the superstitious sailors, who have on occasions flatly refused to sail with him, and his luck in this connection has proved his greatest misfortune.

There are many similar cases. A remarkable coincidence that bears out a sailor superstition occurred some while ago at Belfast. A firm built a ship that left Belfast lough and was subsequently wrecked off the coast of the United States. A second ship bearing the same name sailed on the same date. The builders then gave the name to a third vessel they had created.

The ship ultimately left the lough and has never been heard of since.—Pearson's Weekly.

SACRIFICING DIAMONDS.

Enough diamonds are sacrificed each year in the average automobile factory to fit up a dozen kings' crowns! Quantity production of automobiles requires that every one of the thousands of parts turned out by machinery must measure up to a high standard, explains the Popular Science Monthly. Only then will the parts of the assembled automobile work together smoothly. The emery wheels, used for rapid finishing, must be "trued up" with corresponding accuracy. Nothing less hard than the diamond can be depended upon for this "truing."

NOVEL SEATING PLAN IN
NEW APPERSON BODY

Auxiliary Seats Disappear Completely When Not in Use.

The 1917, eight-cylinder, seven-passenger Apperson touring car—shown in Washington by the Jennings Motor Sales Corporation—has a body of new design. The body has two auxiliary seats disappearing completely into the backs of the front seats when not in use. The front seats are individual with an aisle-way between and are of double cow type so that a sufficient deep opening is permitted in the rear for the auxiliary seats to disappear into completely.

These front seats also are built integral with the sides of the body so that a substantial safe construction is assured. The exterior lines of the body are of the full stream line type, being very similar design to the general outline at present used on Apperson cars.

The most noticeable change in this new Apperson body is found in the arrangement of the tonneau. A big deep seat is provided, wider than any ever brought out by the Kokomo Company before, and with a back high enough to insure comfortable riding even to the tallest person. Then a new method of upholstering has been worked out with form fitting springs which give the backs of the occupants snugly fitting a support, not otherwise possible. The cushion is deep, soft and made to incline to the rear so that a person sitting upon it touches it throughout its entire depth. It is comfortable and reduces the chance for fatigue.

Taxi Wants Games.

The Terminal Taxi is without games for the following dates and would like to play any strong teams May 26, 27, 28. Address all communications to Roland Clayton, 1246 20th St. N. W., Washington, D. C.

Immediate Deliveries



EMERSON & ORME
1620-26 M St. N. W. Phone North 8780
District of Columbia Distributors.

AUTOMOBILE REPAIRS, MACHINE WORK and GENERAL OVERHAULING.
FIRST-CLASS WORKMANSHIP GUARANTEED.
CARS WASHED, OILED AND GREASED.
NIGHT OR DAY STORAGE.
SPECIAL ATTENTION GIVEN TOURISTS.
Geo. C. Rice Auto. Company
1323 H St. N. W.

AUTO DIRECTORY

—containing the names and addresses of Washington dealers in well-known pleasure automobiles, motor trucks, used cars, accessories and supplies. Herald readers who fail to find in this feature what they desire, or who want any further information about the cars or dealers listed here, will receive this information by clipping and mailing the coupon below.

ACCESSORIES.

GASOLINE CARS.

ZENTH CARBURETERS—FEDERAL
TIRES—
FEDERAL AUTO SUPPLY CO.
477 Penna. ave. Phone M. 3445.

B. F. ZIMMERMAN—
Steward-Warner Service Station,
Gabriel Snubbers
1317 1/2 Fourteenth st. North 2569.

BOYCE MOTORCYCLES—RAYFIELD
CARBURETERS
Service Station, 1315 Fourteenth st.
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"Everything for the car owner."
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Supplies—day or night.
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1204-08 New Hampshire av.
2107-11 M St. Phone West 455-455.

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AUBURN-PATHFINDER—
AUBURN AND PATHFINDER SALES CO.
1022 Conn. ave. Phone M. 6295.

BUICK—
EMERSON & ORME
1620 M st.
Phone N. 8750.

CHEVROLET "FOUR-NINETY"—
Chevrolet Motor Co.
1218 Conn. av.
Phone N. 2415.

HAYNES—
"America's Greatest Light Six." Two
models: three body styles. Haynes
Motor Co., Inc. 1529 M st. Tel. N. 521.

MAXWELL—
H. B. LEARY, JR.
1221 Fourteenth st. Phone N. 4434.

PACKARD—
THE LUTTRELL CO.
1214 New Hampshire av.
Phone West 285.

SAXON—
RECORD AUTO CO.
611-2-4 Mass av. N.W.
Phone Main 29-24.

STUDEBAKER—
THE COMMERCIAL AUTO SUPPLY CO.
819 Fourteenth st. Phone Main 2174.

VELIE—
UNION MOTOR CO.
1216 Conn. av.
Phone N. 621.

MOTOR TRUCKS.

COMMERCIAL TRUCKS—
4-ton. Phone N. 2919 for demonstration.
JOHN R. FENDLETON CO., Rear
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FEDERAL TRUCKS—
See to five tons, any style body. Phone N. 322
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Best miles per dollar.
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"O" TREAD TIRES — MARATHON
TIRER. 605 and 612 E at. Tel. M. 1641,
1621 14th st. N. W. 4509.

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Gooder Service Station. "Everything for the
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Starting and Lighting Batteries.